

# ENVIRONMENTAL STEWARDSHIP

MDOT believes that transportation policies and decisions should protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth. MDOT takes a comprehensive approach to transportation planning and investment focused on minimizing the negative impacts of projects and mitigating those that cannot be avoided. MDOT is working with other State agencies to develop plans to address key environmental challenges, including the Climate Action Plan and the State Development Plan. Using sound approaches, growth and development can take place while preserving and protecting irreplaceable resources and maintaining the high quality of life Maryland affords.

MDOT has identified three primary objectives to help protect the environment and support efficient land use development:

- Coordinate land use and transportation planning to better promote Smart Growth.
- Preserve and enhance Maryland's natural, community, and historic resources.
- Support initiatives that further our commitments to environmental quality.





## OBJECTIVE: COORDINATE LAND USE AND TRANSPORTATION PLANNING TO BETTER PROMOTE SMART GROWTH

Transportation investments can play a key role in supporting and encouraging Smart Growth—the concept that future growth should be efficient, compact, and sustainable. Under Governor O'Malley's **Smart, Green & Growing** initiative, Maryland promotes Smart Growth that encourages development where there is existing infrastructure, preserves valuable natural resources, reduces the cost to taxpayers of building new infrastructure (including transportation), and provides a high quality of life.

Transportation both supports development by providing the means for residents to connect to businesses and goods to connect to consumers—and encourages development—by making planned growth areas more accessible to homes and businesses. A new Interstate highway lane or transit station can make it easier and faster to reach desired destinations. At the same time, new transportation infrastructure can induce travel by reducing the cost of transportation, thus inadvertently supporting inefficient development patterns.

With growing public concern about air quality, climate change, energy costs, and congestion, MDOT has a renewed commitment to Smart Growth. MDOT supports transit-oriented development, working with government agencies, municipalities, private developers, and communities to redevelop transit station areas and surrounding properties into denser, mixed-use communities.

MDOT will continue to support Statewide planning efforts, including the Smart Growth Sub-Cabinet and the Maryland Department of Planning's State Development Plan, which will provide a long-range vision for sustainable growth and development in Maryland, similar to the vision that the MTP provides for transportation.

## ACCOMPLISHMENTS AND ONGOING EFFORTS

- SHA has implemented Context Sensitive Design/ Thinking Beyond the Pavement strategies in highway design and planning that take into account the local context when planning for highway investments.
- MTA and MDOT facilitated the development of Symphony Center, a six-acre site adjacent to Light Rail in downtown Baltimore that has provided a catalyst for Westside redevelopment efforts.
- MPA encouraged the City of Baltimore to develop the Maritime Industrial Zoning Overlay District to reduce conflicts between maritime shipping and mixed-use development by prohibiting mixed-use and planned unit developments near deep-water industrial areas.
- MDOT is conducting ongoing work to prepare new sites for transit-oriented development at State Center in Baltimore, Owings Mills Metro station in Baltimore County, Savage MARC station in Howard County, and the Cromwell Light Rail station in Anne Arundel County.

## FUTURE STRATEGIES

- MTA and MDOT are working to ensure that new development activity as a result of BRAC incorporates high density and pedestrian elements, and is transit-friendly.
- MAA will work with State and county governments to promote environmental sustainability within the community that the Airport resides.
- MVA is expanding its on-line offerings to reduce the need for travel and considering land use and transportation implications when planning MVA branch locations.
- MPA will work to ensure that sufficient land adjacent to deep water is available to respond to new business opportunities and to support anticipated cargo growth.
- SHA is developing and implementing access management and long-term corridor improvement plans in key planned growth areas in partnership with local governments.





## ACCOMPLISHMENTS AND ONGOING EFFORTS

- MAA has an extensive recycling program at both BWI Marshall Airport and Martin State Airport.
- MPA has developed and implemented processes and procedures through an Environmental Management System to identify and incorporate best practices into daily operations that improve environmental impacts.
- Maryland has designated 19 scenic byways that encompass 2,487 miles of beautiful roads and offer a taste of Maryland's scenic beauty, history, and culture.
- SHA administers the Recreational Trails Program, which funds the development of community-based trails for pedestrian uses (hiking, running, wheelchair use), bicycling, in-line skating, equestrian use, cross-country skiing, off-road motorcycling, all-terrain vehicle riding, and four-wheel driving.
- MPA is clearing debris and restoring a mix of wetland and other natural habitat at Masonville Cove in southern Baltimore City, as well as building a community environmental center as part of constructing the Masonville dredged material containment facility.

## FUTURE STRATEGIES

- MVA will initiate a new Vehicle Emissions Inspection Program (VEIP) and re-equip existing VEIP stations with new technology to monitor and protect air quality in Maryland now and for the future.
- MPA will investigate potential innovative reuses of dredged materials.
- MAA will continue to adopt and coordinate resource plans with State and local government agencies.
- MTA will encourage transit-oriented development at existing and new transit and rail stations to help maintain existing communities and their natural and historic resources.
- SHA will continue to deliver an Environmental Stewardship Program with actionable strategies to improve watershed restoration, preserve historic bridges, reduce invasive species, enhance the appearance of highways, and reduce the consumption of energy and materials in SHA's business practices.

## OBJECTIVE: PRESERVE AND ENHANCE MARYLAND'S NATURAL, COMMUNITY, AND HISTORIC RESOURCES

The State of Maryland possesses important natural, community, and historic resources that contribute to the State's quality of life. Maryland has over 7,000 miles of shoreline on the Chesapeake Bay and the Atlantic Ocean, 15 National Parks and Historic Sites, 260,000 acres of State parks, and 600,000 acres of wetlands. Maryland's historical and cultural resources include archeological sites, Civil War and African-American historical sites, and historic bridges and lighthouses. Understanding that natural resources are limited, MDOT has committed to reducing waste, minimizing the negative impacts of transportation investments, protecting the natural environment, and ensuring that future generations will be able to enjoy these resources.

MDOT works to ensure that transportation investments and system operations are consistent with Federal and State environmental requirements, including the National Environmental Policy Act, the Clean Air Act and amendments, the Clean Water Act, and the environmental planning requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). MDOT works closely with its State agency partners who have responsibility for issuing permits across a range of potential environmental impacts, both to minimize potential impacts and to ensure the efficient issuing of permits.

MDOT will continue to include environmental considerations in all transportation investment decisions and work with partners to protect the natural, historic, and community resources that contribute to Maryland's quality of life.





## ACCOMPLISHMENTS AND ONGOING EFFORTS

- MTA has purchased hybrid diesel/electric buses for use in the Baltimore transit system.
- MVA oversees the testing of over 1.5 million vehicles annually at Maryland's VEIP stations.
- MPA has entered into a voluntary disclosure agreement with the U.S. Environmental Protection Agency that enables independent auditors to validate that the MPA has taken appropriate actions with respect to environmental compliance obligations.
- In FY2008, SHA planted over 17,000 trees, more than 10,000 of which were planted over and above our forest mitigation needs.

## FUTURE STRATEGIES

- MPA is using ultra low sulfur/biodiesel fuel for 100 percent of the MPA's fleet vehicles, terminal equipment, and fire protection systems and has implemented a diesel emission reduction program that will install diesel oxidation catalysts on all rubber tired gantry cranes and one ship-to-shore crane by the end of 2008.
- MVA will expand the menu of services that can be offered as alternative delivery options (via phone, internet, or kiosk) to reduce vehicle usage and the need to travel to MVA facilities.
- MAA will implement a compliance-focused Environmental Management System and evaluate policies that would help guide airports towards environmental sustainability and carbon neutrality.
- MTA will continue fleet vehicle replacement and overhaul that ensures a more energy efficient fleet, including expanding the use of hybrid buses.
- SHA will continue participating in the Green Highways Partnership by supporting watershed-based stormwater management and exploring innovative stormwater management practices, including low impact development strategies and water quality banking.

## OBJECTIVE: SUPPORT INITIATIVES THAT FURTHER OUR COMMITMENTS TO ENVIRONMENTAL QUALITY

MDOT's commitment to environmental quality goes beyond meeting State and Federal regulations. Though State and Federal initiatives over the past several decades have provided Maryland with the opportunity to improve and maintain a cleaner, healthier environment, MDOT believes that the transportation sector must take proactive responsibility for its impact on the environment.

MDOT considers environmental consequences and opportunities in all of its actions, whether building new infrastructure, operating the highway and transit systems, or running the various offices that make up the Department. MDOT considers both large and small actions that contribute to environmental quality. MDOT developed a headquarters building that is a Leadership in Energy and Environmental Design (LEED™ Gold) certified building using high performance building standards. SHA is working to restore wetlands and improve streams throughout the State, above and beyond what is required to address specific project impacts. Several agencies are using hybrid and alternate fuel vehicles in their fleets to minimize gasoline consumption. MDOT continues to work to increase recycling and innovate reuse of materials.

Even as MDOT works to meet existing standards and address today's challenges, MDOT is looking ahead to tomorrow's concerns. MDOT is working with the Governor's Commission on Climate Change to identify State and regional strategies to reduce greenhouse gas emissions from transportation sources, including purchasing more efficient fleet cars, purchasing locomotives and buses with reduced emissions, mandating that new buildings incorporate "green features," and minimizing the greenhouse gases generated by MDOT's activities.

